

CHINA



Established February, 1845,

MAIL.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXV. No. 4956. 五十年九月廿七日

HONGKONG, TUESDAY, MAY 27, 1879.

己卯年四月初七日

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street, George Street & Co., 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E. C. BATES, HENRY & Co., 4, Old Jewry, E.C. SAMUEL DRACON & Co., 160 & 164, Leadenhall Street.

PARIS AND EUROPE.—LEON DE ROSY, 19, Rue Monsieur, Paris.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—SAILEY & BLACK, San Francisco.

SINGAPORE AND STRAITS.—SAILEY & Co., Square, Singapore. C. HIRSHEN & Co., Manila.

CHINA.—Macao, Messrs A. A. DE MELLO & Co., Swatow, CAMPBELL & Co., Amoy, WILSON, NICHOLLS & Co., Foochow, HEDGES & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 1,500,000 Dollars.

COUNCIL OF DIRECTORS.
Chairman—W. H. FORBES, Esq.
Deputy Chairman—Hon. W. KESWICK,
H. R. BELLAMY, Esq. WILHELM REINER,
H. L. DALBYMPLE, Esq.
E. G. VOUILLEMONT, Manager, Shanghai.
Hongkong, May 20, 1879.

CHIEF MANAGER.
Hongkong, THOMAS JACKSON, Esq.
MANAGER.
Shanghai, EWEN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.
INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent.
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, February 15, 1879.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

RATES OF INTEREST ALLOWED ON FIXED DEPOSITS.
At 3 months' notice 3 1/4 per Annum.
" 6 " 4 1/2 " "
" 12 " 5 1/2 " "

On Current Accounts at Rates which can be ascertained at their Office.

D. A. J. CROMBIE,
Acting Manager.
Oriental Bank Corporation,
Hongkong, November 23, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £500,000.
RESERVE FUND, £150,000.
Bankers.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On Current Accounts, 2 per cent. per annum on the daily balance.

On Fixed Deposits.
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent.
" 12 " 5 per cent. "

Banks.

COMPTOIR D'ESCOMPT DE PARIS.
(Incorporated 7th & 18th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION of 30th April, 1862.

CAPITAL FULLY PAID-UP, £3,200,000.
RESERVE FUND, £300,000.

HEAD OFFICE—14, Rue BERGERE,
PARIS.

AGENCIES and BRANCHES at:
LONDON, BOURBON, SAN FRANCISCO,
MARSEILLES, BOMBAY, HONGKONG,
LYONS, CALCUTTA, HANKOW,
NANTES, SHANGHAI, FOOCHOW.

LONDON BANKERS:
THE BANK OF ENGLAND.
THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

E. G. VOUILLEMONT,
Manager, Shanghai.
Hongkong, May 20, 1879.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, (On account of the concerned,) ON

FRIDAY,
the 30th May, 1879, at Noon, at the Godown of Messrs DOUGLAS,
LAPRAIK & Co.—
(To close the account sales),

182 Bales BOMBAY COTTON
YARN, lbs. 400.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at Purchaser's risk on the fall of the hammer.

H. N. MODY,
Auctioneer.
Hongkong, May 26, 1879. my30

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on an early DATE, unless disposed of privately, of which due Notice will be given.

PORTIONS of INLAND LOT NO. 105, adapted for the erection of FIVE CHINESE HOUSES on COCHERANE STREET, corner of Gage Street, and FIVE HOUSES on Gage Street, corner of Gutzlaff Street.

Plans may be seen, and all particulars obtained at the OFFICES of

SHARP & DANBY,
No. 6, Queen's Road,
lately Messrs E. D. SASSOON & Co.
Hongkong, May 17, 1879.

Intimations.



TREASURY BILLS.

TENDERS of SPECIE—Mexican Dollars current in this Colony, weighing 7.1.7, in exchange for BILLS, drawn at 10 days' sight, on the Lords Commissioners of Her Majesty's Treasury, will be RECEIVED by the TREASURER until 12 Noon, WEDNESDAY, the 26th Instant.

The Tenders to state the Total Amount required, and the Amount for which each Bill should be drawn; but no Bills will be issued for sums below £1,000.

The Tenders to be in duplicate, in Sealed Covers, addressed to "The Treasurer," and endorsed "Tenders for Treasury Bills."

The right to accept, or reject, any or all the Tenders is reserved.

J. MUSKETT, Captain,
Treasurer.
Treasury Office, Commissariat Buildings,
Queen's Road.

Hongkong, 26th May, 1879. my28

HYDROGRAPHIC NOTICE.

APPROACHES TO HONGKONG—TYTAMI CHANNEL.

POSITION OF DANGER.
Lat. 21° 57' 36" N. Long. 114° 07' 59" E.
Left Extreme Tytami Island, N. 30° W.
Right Extreme " do. N. 58° E.
Least Water on the Rock (reduced to low Water Spring) 13 feet.

CLEARING MARKS.
No Vessel should stand to the Northward of a line joining the S.E. point of Tytami Island with the centre of Guyane Island (bearing respectively from each other N. 67° E. and S. 87° W.) until Echu Head opens clear of S. W. point of Tytami Island bearing N. 3° W.

This Rock is about 50 feet Long East and West, and 20 feet North and South. Between the Rock and the Island the Soundings vary from 8 to 10 fathoms.

(Signed) G. KING HARMAN,
Lieut. and Navigating Officer
H.M.S. "Mosquito."

Approved.
(Signed) GEO. A. G. GREY,
Lieut. and Commander,
H.M.S. "Mosquito."

Hongkong, 6th May, 1879. my20

This Notice affects Admiralty Chart No. 2215 and Sailing Directions for the China Sea Vol. III, page 75.

In the Estate of the late DEPUTY COMMISSIONER BAKER, deceased 12th February, 1879.

ANY CLAIMS against the above mentioned Officer's Estate should be sent to the Distancer Commissariat General on or before the 6th Day of JUNE Next, after which Date No. can be entered, as the accounts of the deceased will then be closed.

For further Particulars, apply to
Messrs SHARP, TOLLER, and
JOHNSON,
Solicitors, Supreme Court House,
Hongkong.

PUBLIC AUCTION.

TO BE SOLD by PUBLIC AUCTION, shortly, on a day to be hereafter named, unless previously disposed of by private contract.

THE HONGKONG DISTILLERY,

Situates at East Point, Hongkong, now in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE

PIECES of GROUND close to the water, viz.—Inland Lots Nos. 749, 781 and 782, with the Substantially Built DWELLING HOUSE and BUSINESS PREMISES, erected specially for the purpose only a few years since, together with the MACHINERY, ENGINES, STILLS, VATS, STOCK, and TRADE FURNITURE and FITTINGS.

For further Particulars, apply to

Messrs SHARP, TOLLER, and
JOHNSON,

Solicitors, Supreme Court House,
Hongkong.

Hongkong, 2nd May, 1879. my20

Auctions.

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FRIDAY,
the 30th May, 1879, at Noon, at the Godown of Messrs DOUGLAS,
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SHARP & DANBY,
No. 6, Queen's Road,
lately Messrs E. D. SASSOON & Co.
Hongkong, May 17, 1879.

Intimations.

Intimations.

NOTICE.

HONGKONG COMMERCIAL EXCHANGE.

A GENERAL MEETING of the Subscribers to and Supporters of the HONGKONG COMMERCIAL EXCHANGE, will be Held at the Chamber of Commerce, City Hall, on WEDNESDAY, the 28th Instant, at 2.30 p.m., for the purpose of framing Rules, &c.

By Order,

E. GEORGE,
Secretary.

Hongkong, May 26, 1879. my28

NOTICE.

HONGKONG COMMERCIAL EXCHANGE.

THE EXCHANGE ROOMS in MARINE HOUSE, Queen's Road Central, will be Open and Ready for the use of Members, on MONDAY, the 2nd June next.

Applications for admission as Members to be addressed to

E. GEORGE,
Secretary.

Hongkong, May 14, 1879.

NOTICE.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

DURING the Next THREE MONTHS the Company's Steamers from CHINA will proceed direct to LONDON, leaving Hongkong on the following Dates:

3rd June, S.S. Lombardy, tons 2723
17th " " Zamboas, 2431
1st July, " " Teneras, 2589
15th " " Kedive, 3742
29th " " Matura, 2033
12th Aug., " " Kaisar-i-Hind, 4023
26th " " Cathay, 2982
9th Sept., " " Bohara, 2332

A. MCILVER,
Superintendent.

Hongkong, May 22, 1879. my22

NOTICE.

CANTON INSURANCE OFFICE.

ADJUSTMENT of BONUS for the YEAR 1878.

Intimations.

Volume Seventh of the
"CHINA REVIEW."
Now Ready.
No. 5.—Vol. VII.
—OF THE—
CHINA REVIEW

CONTAINS

Legislation and Law in Ancient China.
Jottings from the Book of Rites
Chinese Running-Hand.
The Critical Disquisitions of Wang Ch'ung.
The Sadness of Separation, or *Li Sao*.
Historical Table of the High Officials Composing the Central and Provincial Governments of China.

Mr. Kingamil and the *Shi King*.
Short Notices of New Books and Literary Intelligence.

Notes and Queries:—
Notes on the Language of the Formosan Savages.

The Rainfall of Peking in connection with the Sunspot Theory.

On some of the Constellations in the Shih-king.

Ancient Vases.

Anniversary of the Downfall of the Yuen.

Crocodiles.

Mourning Etiquette.

The Land Tax.

Sanskrit Characters.

Zoology.

Mongol Alphabets.

The God of the Hearth.

Books Wanted, Exchanges, &c.

China Mail Office,

Hongkong, May 17, 1879.

NOTICE.

THE Interest and Responsibility of the Undersigned in the Chinese Mail, 電子日報 (Wah Tze Yat Po), CHASSED from the 1st August, 1879.

CHUN AYIN.

Hongkong, April 6, 1879.

WASHING BOOKS.

(In English and Chinese.)
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office.—Price, \$1 each.

CHINA MAIL Office.

Hongkong, May 17, 1879.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.
THE BRITISH BARK CARRIERS,
FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MEYER & Co.,
Agents.

Hongkong, May 21, 1879.

my23

FROM HAMBURG VIA SINGAPORE.

THE S. S. *Olaf* having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Undersigned, whence and/or from Wharves or Boats delivery may be obtained.

Cargo remaining undelivered after the 1st June will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SIEMSSON & Co., Agents.

Hongkong, May 26, 1879.

ju2

FROM SAN FRANCISCO AND YOKOHAMA.

THE Steamship *Alaska*, Captain SEABURY, having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery of their Goods.

Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.

The above Steamer having incurred General Average, Consignees of Cargo and Treasure are notified that a General Average Bond is now lying at our Office and will require their Signature before delivery.

RUSSELL & Co., Agents.

Hongkong, May 10, 1879.

my31

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

GOULD'S FLEECE, British barque, Capt. James Wiltsie.—Vogel & Co.

ALEXA, British barque, Captain George Robb.—Jardine, Matheson & Co.

VESTVOR, American barque, Captain F. W. Call.—Order.

JOHN R. STARBORE, American barque, Capt. H. G. Pillsbury.—Arnold, Karberg & Co.

ANSTRIL, British steamer, Captain D. Scott.—Jardine, Matheson & Co.

BERKHOFF, German barque, Captain Hajo.—Meichers & Co.

KILLARKER, British steamer, Captain Harry O'Neil—Gibb, Livingston & Co.

ALICE C. DICKERMAN, American S. M. Schooner, Captain Wm. J. Bugant.—Order.

PISTATOR, American barque, Capt. D. B. Ide.—Captain.

THE DANISH schooner, Capt. Lassen.

BAWTHORN, British barque, Captain C. Mapp.—Wieland & Co.

To-day's Advertisements.

AUSTRALASIAN STEAM NAVIGATION COMPANY.
FOR PORT DARWIN, COOKTOWN,
SYDNEY & MELBOURNE,
Taking Cargo and Passengers for all Australasian and New Zealand Ports,
TASMANIA, NEW CALEDONIA & FIJI.

One of the Company's
Steamers
will be despatched as above
on or about the 7th proximo.
For Freight or Passage, apply to
GEO. R. STEVENS & Co.
Hongkong, May 27, 1879.

SHIPPING.

ARRIVALS.

May 27, *Albey*, British steamer, 366, F. Ashton, Tamsui May 22, and Amoy 26, General—DOUGLAS LAFRAZ & Co.
May 27, *Kiungchow*, British steamer, 365, Goggin, Hoihow May 23, General—Kwock Acheong.
May 27, *Fei Hoo*, Chinese R. C., from Canton.
May 27, *Hesperia*, German steamer, 1136, M. F. Johannsen, Saigon May 23, Rice—SHIMMER & Co.
May 27, *City of Santiago*, British steamer, 1291, Peters, Saigon May 23, Rice—ADAMSON, BELL & Co.

DEPARTURES.

May 27, H.M.S. *Mosquito*, for Canton.
27, *Tsui*, Portuguese gunboat, for Macao.
27, *Ostrea*, for Toulon.
27, *Leipzig*, Ger. frigate, for Europe.
27, *Irauacuddy*, for Marseilles, &c.

CLEARED.

Argyll, for Guam.
Fairy Rose, for Manila.
Achilles, for Shanghai.
Mennion, for Iloilo.

PASSENGERS.

ARRIVED.
Per *Albey*, from Tamsui and Amoy, 1 European deck, and 4 Chinese.
Per *Hesperia*, from Saigon, 7 Chinese.
Per *City of Santiago*, from Saigon, 70 Chinese.

DEPARTED.

Per *Irauacuddy*, for Saigon, one Chinese; for Singapore, Messrs. C. Cuff, and Galache; for Galle, Mr. T. L. Pim; for Port Said, Mr. G. Darmal; for Marseilles, Mrs. Keenick, 3 children and servant, Mr. H. Peters, Mr. and Mrs. Levyson, and 2 children, Mrs. Huskisson, and 2 children, Messrs. Felix Mersburg, E. Fajard, and Ullmann, and servant.—From Shanghai: for Singapore, Mr. Franck Kundy; for Marseilles, Mr. and Mrs. Wm. Forbes, 8 children and servant, Mr. Warrick, Mr. and Mrs. Vigier and aman, Messrs. Holbot, and A. A. Moldawech, and Mrs. Peterson.—From Yokohama: for Port Said, Mr. T. Lewis; for Marseilles, Messrs. Scheffer, Kawakami, Ferno, Ishiguro, Takiamatsu, Naotaru Sakai, Oke, Shurata, Mrs. Anglin, and 3 children, Mr. and Mrs. Strachan, Messrs. Christison and Newton, Mr. and Mrs. Westerfield and son, and Mr. J. Curtis.

Per *Ostrea*, for Saigon, 175 Chinese.

SHIPPING REPORTS.

The British steamer *Albey* reports: Left Tamsui on the 22nd, and Amoy on the 25th, having experienced light variable winds and fine weather throughout. In Amoy: S. S. *Emmy*. Passed the S. S. *Douglas* of Breaker Point on the morning of the 26th.

The British steamer *Kiungchow* reports: Experienced heavy weather on the 23rd, and anchored under Tyfing Island, remained there until the morning of the 26th when the weather moderated, and had fine weather for the remainder of the passage.

The German steamer *Hesperia* reports: Fine weather and light breeze throughout. The British steamer *City of Santiago* reports: Light S.E. winds and fine weather to port.

At London.—Steamers via Suez Canal, Glenroy.

At Liverpool.—Sailing Vessels.

At Hamburg.—Bon Accord, Whiteadder, Douglas Castle.

At Liverpool.—Stentor (a.)

At Cardiff.—Charger.

QUOTATIONS.

POST OFFICE NOTICES.

MAILS will close:—

For SWATOW, AMOY, & FOOCHOW.—Per *Kwangtung*, at 11.30 a.m., on Thursday, the 29th inst.

For SAIGON.—Per *Paladin*, at 4.30 p.m., on Saturday, the 31st inst., instead of as previously notified.

For HONGKONG.—Per *Calcutta*, at 4.30 p.m., on Saturday, the 31st inst.

For TAIWAN.—Per *Calcutta*, at 4.30 p.m., on Saturday, the 31st inst.

For KOREA.—Per *Calcutta*, at 4.30 p.m., on Saturday, the 31st inst.

For CHINA.—Per *Calcutta*, at 4.30 p.m., on Saturday, the 31st inst.

For JAPAN.—Per *Calcutta*, at 4.30 p.m., on Saturday, the 31st inst.

For TONKIN.—Per *Calcutta*, at 4.30 p.m., on Saturday, the 31st inst.

For CHINA.—Per *Calcutta*, at 4.30 p.m., on Saturday, the 31st inst.

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For CHINA.—Per *Calcutta*, at 4.30 p.m., on Saturday, the 31st inst.

For TAIWAN.—Per *Calcutta*, at 4.30

In 1819, M. went to Paris with Lord John Russell, and extended his tour to Italy, and saw Lord Byron at Venice. He returned to Paris, where he brought his family, and fixed his residence till 1822. Here he wrote *The Loves of the Angels*, which appeared in 1823, and *The Epicurean*, a prose romance, which was not published till 1827. On his return to England, he fixed his abode at Sloperon Cottage, near Bowood, and issued the *Memoranda of Captain Rock* in 1824, and the *Life of Sheridan* in 1826.

Byron had handed over to Moore for his own especial benefit, a manuscript autobiography, on the condition that it should not see the light till after its author's death. Byron died in 1824, and as, at the request of his lordship's relatives, the manuscript was destroyed, Moore then entered into arrangements with Murray to produce a life of the deceased poet. The *Life of Lord Byron* was published in 1830 in two volumes. Next year he published the *Life of Lord Edward Fitzgerald*. His last important work was a *History of Ireland*, published in *Lardner's Cyclopaedia*. A pension of £300 per annum was conferred on him in 1835. In 1841, he brought out an edition of his entire poetical works. For the three years preceding his death, he was afflicted with softening of the brain. He died on the 25th February 1852. His friend, Lord John Russell, published his *Memories, Journal, and Correspondence*, in 8 volumes (1852–1856).

Despite his popularity during his lifetime, Moore can hardly be placed in the ranks of great poets. His muse is a spangled dancing girl—light, airy, graceful, but nothing more. His most ambitious work, *The Loves of the Angels*, is far beneath the Miltonic, or even the Byronic standard. *Lalla Rookh* is brilliant, but fatiguing. He is most successful in polished satire and the lighter sentiments; and his reputation will ultimately rest on *The Twopenny Post-boy* and the *Irish Melodies*.

THE Pioneer, generally believed to be the organ of Government, delivers itself of an extremely impolitic declaration in view of Archibald Forbes' article in *Time* to which we recently alluded. Our Allahabad contemporary tells us that "constant reference is made to the Queen, and that her personal inclinations constitute what might almost be called the mainspring of the political machine." Then, again, "the routine by which, subject to the impossibility of being so controlled, the Queen really does keep herself acquainted with Indian affairs would supply Mr Forbes with many more surprises if he ever came more closely in contact with it." If so, all we can say is that a most unconstitutional and mischievous system is at work. **The Pioneer** says, for the Government, that "if Mr Forbes has been the instrument of bringing to light and to the knowledge of the Indian people that their Government is carried on to some extent by the Queen personally in direct communication with the Viceroy over the heads of Parliament, he has unconsciously done them a service." We quite agree with this, if we are allowed to say that Mr Forbes' exposure of how Imperial matters are meddled with and muddled is the most certain way to put a stop to this unconstitutional procedure. The questions in Parliament are not done with on this subject yet; the nothing-to-do-with-private-correspondence reply will not answer all time coming.

In the report by Mr Victor Drummond, H. M.'s Secretary of Embassy and Legation at Washington, on the United States Carrying Trade and new steam-ship line to Brazil, we find, in embodied newspaper cuttings, and in his own remarks, certain particulars which have considerable local importance. Mr John Roach, whose ship-building yard at Chester is said by Senator Blaine, of Maine, to be perhaps more complete in all its appointments than any yard in Great Britain, was the head and founder of the great enterprise of opening up Brazil, with its 4,000,000 square miles of territory, to American Trade; and he in his own name, No. 10, 1877, entered into a contract with the Brazilian Government to run for ten years after the 1st May following, mail steamers between the U. S. and Brazil, receiving \$100,000 a year, and hoping for a subsidy later from Congress. He was not only to increase unlimitedly the trade of the States with Brazil, but to "revive American commerce and strive for the mastery of the ocean." Mr Drummond, writing of the motives and purposes of his scheme, finds room for the following interesting newspaper extract, which, he says, is "from the pen of a man who is not only master of the subject, but one capable of expressing his views in a very unpleasant way to the subsidized shipbuilding fraud of Chester":

Mr Roach must have some other and better reason for his anxious, unselfish, and patriotic defence of the prohibitory registry law, which his well-known modesty forbids him to disclose to the President and Congress. We shall endeavour to relieve him from his dilemma, and make his patriotism and disinterestedness so clear that they shall be understood and appreciated by all men. The price which Mr Roach names as the cost of a British-built steamship of the first-class is the price at which the ship is delivered to the shipowner and includes the builder's profit. The price which he gives as the cost of a first-class steamship built at Roach's yard is exclusive of Mr Roach's profit. What those profits amount to is shown by the following figures:—The city of Liverpool and City of Tokio, 5,000 tons each, cost as stated by Mr Roach for the information of the President and Congress, \$82,000 d. like cash. The City of San Francisco, City of New York, and City of Sydney, 3,010 tons each, cost, on the same authority, \$76,300 dollars each. Total cost of the five steamers, \$272,300

dollars. Turning to the construction account of the Pacific Mail Steamship Company, as printed in their official report of April 30, 1876, we find that the Company paid Mr. Roach for the City of Peking, 1,264,404 dol. 69 c.; for the City of Tokio, 1,275,102 dol. 44 c.; for the City of San Francisco, 744,980 dol. 42 c.; City of New York, 757,539 dol. 46 c.; City of Sydney, 744,331 dol. 61 c., making a total of 4,786,838 dol. 52 c., and leaving honest John Roach a profit, by his own showing, of 2,392,738 dollars (just 100 per cent) on the five steamers. The price paid for the Peking and the Tokio is exclusive of the 300,000 dollars expended on them in San Francisco. With this explanation of Mr. Roach's methods for "reviving American commerce and striving for the mastery of the ocean," it is needless to follow his plea for ocean subsidies. He says we cannot establish and keep up steam lines to foreign ports without liberal subsidies for long terms. Of course we cannot do without such subsidies if our shipowners and steamship companies are to start with paying a toll (up to 100 per cent) on the cost of their steamers, and compete with foreign shipowners.

If the Pacific Mail Company could have bought their five steamers named above upon the Clyde, the Company would have saved 2,600,000 dollars on their first cost, and 300,000 dollars in repairs, besides several months' detention to the two large steamers.

Allowing 20 per cent. per annum on this sum for interest, insurance, and depreciation, the saving would be equal to a subsidy of \$20,000 dollars per annum, plus the money expended every winter at Washington in efforts to extort a subsidy from the taxpayers of the country through their representatives in Congress. Such subsidies when obtained do not benefit the stockholders of the Pacific Mail, as the experience of the past ten years and the present financial status of the Company abundantly prove. It is obvious that such part of the endowment as escape the clutches of the managers *pro tem* goes to swell the already colossal fortune and extravagant profits of "the great American ship-builder" and patriotic defender of our prohibitory ship registry law. Hence his desire for a general system of ocean subsidies, all of which he proposes to absorb after his manner of absorption of the late subsidy and profits of the Pacific Mail, and hence opposition to a relaxation of the ship registry law, which would relieve shipowners, and force Mr. Roach to be contented with a fair and moderate profit on the work turned out from his shipyard.

I have also noticed in print that two of the vessels mentioned, the City of Peking and the City of Tokio, when they made their voyage round to San Francisco, reached there in a dangerous condition, owing to their defective model, their rivets were cut and have been in repair half the time since.

THE Japan Gazette has received a sample of paper from the Kobe Paper-Making Co., measuring 42 by 31 inches, and weighing 51½ lbs. to the printer's ream. Our contemporary says:—

The paper is of excellent quality and texture, too thin for foreign newspaper work but admirably adapted for the Japanese. The colour is cream-white, and the efficiency of the machinery is shown by the smoothness of surface, and thorough evenness of the paper. We understand that the Company is prepared to make paper of any size and weight to suit consumers, and certainly if the bulk of production should equal the quality of the sample we have seen, imported paper will soon be wholly driven out of the market. Purchasers of paper regard certainty of supply as an important element of their contracts, and it would be interesting to learn that provision is made to guard against a forced cessation of manufacture from breaking down of machinery or other unforeseen accidents. A stock sufficient for two months' supply at least would be the best security against the occurrence of contingencies of this character.

Boat piracies are much less frequent on the Indian Coast than with us, but the Bombay people are still having an occasional sensation of that kind. The following paragraph is from the *Gazette*:—

An extraordinary occurrence is reported to have occurred near Bombay a few days ago. A native boat while voyaging from Bombay to Kharwager loaded with grain was boarded taking possession of by a number of robbers, who bound the five men forming the crew to the anchor and threw them overboard. One of the five, who was not so securely tied as the rest, freed himself from the anchor and was picked up by another boat; the other four were drowned.

We do not often hear of runaway matches in China, but a contemporary gives publicity to one that has just occurred at Fung-kwa in the mountainous district of Ningpo:—

A farmer, who had an only child, a marriageable daughter, took as apprentice a young man from a neighbouring town. One day, in the absence of himself and wife, the apprentice and the daughter decamped, taking away with them all the money, clothing, and other portable things they could find. The parents were perturbed with astonishment, and could do nothing but wail. Their relatives urged them to report the eloquent and robbery to the Magistrates, but as that required an outlay of money the disconsolate parents would not entertain the idea. "You must lodge a complaint against the runaways, else the parents will have you called upon to make good the loss of their son, who was entrusted to your guardianship. You must sell your buffaloes to raise the money." "No, or then I shall be unable to conduct my farm," replied the poor man; with other remarks corresponding to our saw about throwing good money after bad. His friends took the case in hand, sold the buffaloes, and paid the Magistrate to attend to the case, which the Chinese may be settled by time within a hundred years, if the same plaintiff should have good luck.

This following paragraph went the round of the papers in England six or seven years ago:—General Grant is not a jocular man; but once in a while he indulges in a little story, and tells it well. Referring to the difference in wages in Europe and America, he relates the incident of a free-trade master, who was complaining of the cost of clothing

in America and its cheapness abroad: "Why, my friends," said the orator, "you can buy as much for a shilling in Ireland as you can for fifty cents in the United States." "True enough, your honour," said an Irishman in the crowd, "but the difficulty in Ireland is to get the shilling."

GENERAL GRANT, whilst in Bombay, nearly lost a breakfast. On the 15th of February last, an Agent of the Society for Preventing cruelty to Animals came on a pony, lame in the near hind leg. The pony belonged to His Excellency the Governor, was dragging His Excellency's tonga, and was driven by His Excellency's servant. The Agent, notwithstanding, sternly handed over driver and pony to the police, and the driver was only released on pleading that the tonga contained materials for General Grant's breakfast. The story was told the other day at a meeting of the Society, His Excellency presiding.

SUPREME COURT.

IN CRIMINAL SESSIONS.
(Before His Honor the Chief Justice, Sir John Smale.)

Tuesday, May 27.

THE BUYING AND SELLING OF WOMEN FOR IMMORAL PURPOSES.

Chen A was charged on the following ten counts with forcible detention of women &c.

1. With other persons to the Acting Attorney General unknown, feloniously, unlawfully and by force detaining, against her will, at Victoria, November 19, 1878, a certain woman named Leung Ayung with intent to sell her.

2. With others unknown, unlawfully and by force detaining the said woman for the purpose of prostitution.

3. With others unknown, same date, receiving and harbouring the said woman, knowing that she had been sold or purchased for the purpose of prostitution.

4. With others unknown, unlawfully and by fraud, same date, detaining the said woman for the purpose of emigration.

5. With others unknown, unlawfully and by fraudulent means, leading and taking away the said woman from this Colony for the purpose of prostitution.

The second five counts corresponded exactly with the first five, and related to another woman named Yu Amui.

The Acting Attorney General (Hon. J. Russell) prosecuted; and Mr Hayllar defended the accused.

The prisoner being called upon to plead, Mr Hayllar, as Counsel, entered a plea on her behalf of "guilty" on the 2nd, 3rd, 4th and 6th counts. He, as Counsel, could not plead guilty to the first count, which was a felony. As to the second five counts they constituted a second offence, charged separately and distinct; he thought two distinct charges could not be tried at the same time.

His Lordship said he believed such a plea had always been held before.

After some conversation, the Acting Attorney General said that he was quite satisfied if he obtained a conviction on the four counts to which Mr Hayllar had entered a plea of "guilty," as he thought that would satisfy the ends of justice. He should therefore enter a *nolle prosequi* in the other counts, *viz.* the first, and sixth to tenth counts.

The jury were then told they would not be required.

His Lordship remarked that there seemed to be here a regular market and trade of this kind; and that made the case one much more difficult for the Court to deal with, because the Court was obliged to put down with a strong hand whatever had become in any way a strong-handed defiance, as it were, of the law. He put that to Mr Hayllar because he thought it right he should know what was in the mind of the Court.

Mr Hayllar was afraid it was a thing for which we were very much to blame ourselves.

The case was adjourned till Thursday next at 10 o'clock, his Lordship remarking that he simply presented this particular feature to the Counsel for the defence as the difficulty in his mind.

There was no other criminal business; the two women convicted of child-stealing (the little boy case) still stand over for sentence. This Chen A case is the last one on the calendar.

Police Intelligence.

(Before C. V. Creagh, Esq.)

Tuesday, May 27.

LAURENCE.

Chun Wong Yun, Lo Akum, and Tee Aseng, all under twenty years of age, were charged with being concerned with the theft of a pair of trousers valued at four shillings and sixpence, the property of one Frederick Smith, a private in the 27th Regiment. The third defendant was charged with stealing the trousers, the other two with being concerned in the theft. It appears that the owner of the trousers saw a number of boys under the verandah at Wellington Barracks, who all ran as soon as they caught sight of him. He ran after them, and one of them dropped the trousers. The three defendants were arrested, the first being pointed out by the second as the thief.

This defendant said that he picked the trousers up, and asked the other boys if he might take them; they said "No," so he threw them down again. Their relatives urged them to report the eloquent and robbery to the Magistrates, but as that required an outlay of money the disconsolate parents would not entertain the idea. "You must lodge a complaint against the runaways, else the parents will have you called upon to make good the loss of their son, who was entrusted to your guardianship. You must sell your buffaloes to raise the money." "No, or then I shall be unable to conduct my farm," replied the poor man; with other remarks corresponding to our saw about throwing good money after bad. His friends took the case in hand, sold the buffaloes, and paid the Magistrate to attend to the case, which the Chinese may be settled by time within a hundred years, if the same plaintiff should have good luck.

ON THE WRONG SCENT.

Ko Aking, a seaman, was charged with being in the unlawful possession of sampan and 17 bales of opium, valued at \$272.

Inspector Swanston stated:—At about 10 p.m. yesterday I went from Showkewan to Siam and Cape Collinson, in a police boat, about midnight. I was near Pah Shawan, on the way back, when I saw a small boat in shore, which I hauled several times; it however continued pulling through the Lymington pass. I at once threatened to fire at them; if they did not stop, I fired one shot astern of the boat. They took no notice, and I then fired three shots astern. The lamp was trimmed on the boat, and I could see three men in her, but by the time the police boat got alongside there was only the defendant in her. I then saw something about five yards from defendant's boat, in the water, and found it was the bag containing eight bales of opium (bag and opium produced). Another bag

was also found close to the boat on the rocks close by. I have since found the owner of the opium.

Ho Ayung, the master of a trading junk, said the opium was his property, and he was sending it out to his junk at Futau Mun.

Defendant stated that he was taking the opium to the junk; he mistook the police for revenue officers.

The case was dismissed.

LOITERING.

Yeung Awei and another, tooth-powder makers, were sent to four weeks' hard labour each for being found loitering in the Station Yard, at Showkewan, for a supposed unlawful purpose.

ASSAULT.

George Stainfield, house-agent, Hollywood Road, appeared on a summons for assaulting one Fo Allin, his cook.

Plaintiff stated that defendant gave him ten cents to buy some fish. He had often bought fish for defendant before, but defendant made him pay for it because it was not good. Complainant went to the market, and seeing only one fish that appeared good, and finding its price was twenty cents, he returned and told the defendant, who gave him ten cents more. On going back to the market he found the fish was gone, and when he returned the defendant beat him.

Defendant stated that the cook was sent to buy fish every day; he returned yesterday, and said he could not get any, but the cook went afterwards and got some. He admitted striking the complainant.

Fined \$2, half the fine to go to complainant.

DRUNKENNESS.

Frank Muller, a seaman, unemployed, was fined \$3, with the alternative of six days' imprisonment for being drunk and violent, at the Sailors' Home.

HOW PIRATES GET RID OF THEIR BOOTY.

Leung Aho, a shopkeeper, was charged with having in his possession eight anchors, at his shop, Praya West, the property of one Wong Tsang Ki.

The complainant proved that the anchors were his property, and that they had been stolen from him by pirates on board the Ham U-hing junk on the high seas. He had lost seventeen anchors altogether.

The defendant said that he bought the anchors from a man who called himself a blacksmith and said he had made them. He frequently bought anchors from blacksmiths. The case was remanded for one week.

Marine Court.

(Before H. G. Thosett, Esq., R.N., Marine Magistrate.)

Tuesday, May 27.

THE "HAWTHORN."

Julius Augustus Franklin, Charles McDonald, William Ferguson, Daniel Reid, John A. Bacco, and John Rollins, seamen, British barque *Hawthorn*, were charged with refusing to obey the lawful commands of the master (Christopher Mead), and using abusive language on several occasions, whilst on board the ship.

The Master stated that whilst the ship was getting under weigh at Tientain Bar, the Chief Officer told Franklin and others to man the windlass. The defendants refused, and the master then went forward, and ordered the whole of the crew to man the windlass. They became very abusive, and delayed getting the ship under weigh for half an hour. On another occasion at Newchwang, the witness found no one on watch; Bacco should have been on watch. Franklin and Reid abused the ship and the master, saying that he had imposed on them. Franklin and Ferguson again abused witness, one day when they were ordered to haul the yards round a little sharper. Rollins on one occasion was steering badly, and when ordered to leave the wheel he was very insolent, and lifted his hand to strike the master. The same complaint was made against Bacco.

The Chief Officer (James Sutherland) gave corroborative testimony.

In defence Franklin said that he had heard the master use very obscene language towards the mate, and Bacco said that the Captain was in the habit of getting tipsy.

These two men were fined \$3 each, with the alternative of eight days' imprisonment; the rest were discharged.

THE "GALLEY OF LORNE."

Charles Jeffrey, seaman, British steamer *Galley of Lorne*, was ordered to forfeit two days' pay for refusing to go to his work when ordered.

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FIRST FLOORS of Nos. 3 and 4, Praya East, with immediate possession.

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OFFICES, PRAYA CENTRAL,
now occupied by Messrs NORTON & Co.,
with possession from 1st June next.

Apply to
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DUART, ARBUTHNOT ROAD, at present
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OFFICES in Queen's Road, now under
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Apply to
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"ROSE VILLAS"—FURNISHED OR
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WITH Large TENNIS LAWN,
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No. 6, Queen's Road Central,
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THE CLIFFS, near Mount Gough, containing SIX LARGE ROOMS, &c.,
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for OFFICES and DWELLING, also
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Circular, large sheet.
THE AMENDED HONG LIST,
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Connection is made at Yokohama, with
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Freight will be received on Board until
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